PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1954

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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY

I have pleasure in presenting my report on the work of the Authority for the year 1954, in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935 and 1951.

The report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in Circular 22/54 of the Ministry, dated 18th October, 1954, and Form Port 20.

The year has seen a very substantial increase in the amount of traffic using the port, and the opening of the new Queen Elizabeth II Dock at Eastham has given rise to considerably more time being spent by your inspector and motor launch engineer stationed at Runcorn travelling to and from tankers berthed therein. I am pleased to report that the launch has stood up to this extra work extremely well, for which much credit is due to the engineer.

The increasing use of insecticidal lacquer has given the anticipated results and a growing number of vessels are now receiving treatment in this port. The decrease in the number of verminous vessels can be somewhat attributed to this new method and one can look forward to future reports showing a continued improvement.

Sodium fluoroacetate was used for deratting five vessels during the year with satisfactory results.

Complaints have been received from residents living in close proximity to the Canal regarding the excessive emission of smoke from vessels both passing along the Canal and berthed in the Queen Elizabeth II Dock. Considerable time and thought have been given to this matter and it is felt that the action taken will prove effective.

One occasion arose on which it was possible to take advantage of the facilities offered by the Manchester Regional Hospital Board for the mass radiography of seamen.

I should like to take this opportunity of paying tribute to my predecessor, Dr. E. H. Walker, who retired on 7th May, 1954, after 29 years' service with the Authority. His work for the Authority and the Association of Sea & Air Port Health Authorities, of which he was a member on both the General and Medical Committees, was held in high esteem by all those whose privilege it was to know him. It is hoped that he may enjoy a long and happy retirement.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN,

Medical Officer of Health.

Port Health Office,
168, Trafford Road, Salford, 5.

Members of the Port Health Authority

The membership of the Authority for the year was as follows:—

	Authority represented :
Alderman T. M. LARRAD, J.P. (*Chairman*) Alderman J. E. FITZSIMONS, J.P. Councillor J. BOWES Councillor B. S. LANGTON	County Borough of Manchester.
Alderman J. BRENTNALL, J.P. Alderman S. W. DAVIS Councillor C. BROOKES *succeeded in July by* Alderman G. H. GOULDEN Councillor J. HALL *succeeded in November by* Alderman Miss M. C. WHITEHEAD	County Borough of Salford.
Councillor Dr. A. W. DAVISON	Borough of Stretford.
Alderman A. A. J. TRIPPIER	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.
Councillor E. C. BROOKER, J.P. *succeeded in June by* Councillor J. HUNT	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.
Councillor D. H. BREW, J.P.	Warrington C.B. and R.D.C.
Alderman P. HANLEY	Borough of Widnes. Borough of Bebington. Ellesmere Port U.D.C.

SECTION I : Staff Changes.

TABLE A.

Name of Officer	*Nature of Appointment*	*Date of Appointment*	*Qualifications*	*Any other Appointments held*
Dr. E. H. Walker	Medical Officer of Health.	March, 1932 (retired 7th May, 1954).	M.B., D.P.H.	Divisional Medical Officer, Lancashire County Council
Dr. C. Metcalfe Brown	Medical Officer of Health.	8th May, 1954.	M.D., D.P.H., Barrister-at-Law.	Medical Officer of Health, City of Manchester.
Dr. V. A. Newton	Deputy Medical Officer of Health.	April 1934, to Sept. 1954.	M.R.C.S., L.R.C.P., D.P.H., L.M.R.C.P.	Medical Practitioner.
Dr. A. M. M. Grierson	Deputy Medical Officer of Health.	31st May, 1954.	O.B.E., M.D., D.P.H., F.R.S.E.	Deputy Medical Officer of Health, City of Manchester.
Dr. B. J. Griffiths	Medical Officer.	31st May, 1954.	B.Sc., M.R.C.S., L.R.C.P., D.P.H.	Senior Medical Officer—Administrative, City of Manchester.
Dr. I. G. Taylor	Medical Officer.	31st May, 1954.	M.B., Ch.B., D.P.H.	Deputy Senior Medical Officer (School Health)

Address and Telephone Number of Medical Officer of Health : 168 Trafford Road, Salford 5. (TRAfford Park 1714).

Branch Office : 14 Victoria Road, Runcorn (*Telephone* Runcorn 2919).

SECTION II : Amount of Shipping entering the district during the year.

TABLE B.

Ships from	Number	Tonnage	Number inspected: By the Medical Officer of Health	Number inspected: By the Sanitary Inspectors	Number of ships reported as having, or having had during the voyage, infectious disease on board
Foreign Ports...	2,056	5,662,981	62*	1,639	17
Coastwise	2,693	1,660,859	—	412	1
Total	4,749	7,323,840	62*	2,051	18

* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.
"Foreign" excludes ports in the Irish Republic.

SECTION III :

Character of Shipping and Trade during the year.

TABLE C.

Passenger Traffic :

Number of passengers INWARDS : 850.

Number of passengers OUTWARDS : 684.

Cargo Traffic :

Principal IMPORTS :

Beer and Porter, Chemicals, Coal and Coke, Copper, Cotton, Flour, Meal &c., Foodstuffs, General Cargo, Grain, Iron Manufactured, Iron Ore, Oil, Paper, Cotton Waste, Sand and Gravel, Starch, Farina &c., Stone &c., Sulphur, Tea, Timber, Woodpulp and Wool.

Principal EXPORTS :

Chemicals, Coal, Foodstuffs, General Cargo, Iron, Machinery, Motor Spirit, Oil, Cotton Waste &c., Pitch, Salt and Textiles.

Total Traffic, 1954 : 16,359,612 tons.

Total Traffic, 1953 : 12,485,071 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Antarctic	Whaling grounds.
Argentina	Bahia Blanca, Buenos Aires and Rosario.
Australia	Adelaide, Brisbane, Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	Antwerp and Ghent.
Brazil	Porto Alegre, Rio de Janeiro, Rio Grande and Santos.
Canada	Campbellton, Caraquet, Churchill, Clarke City, Cornerbrook, Dalhousie, Halifax, Montreal, Newcastle, N.B., Quebec, St. John, Vancouver, Sydney, C.B., Three Rivers, Port Alberni, Wabana and Great Lakes ports.
Channel Isles	Guernsey.
Ceylon	Colombo.
Cyprus	Famagusta, Limassol and Morphou Bay.
Denmark	Aalborg, Aarhus, Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	Beira, Lourenco Marques and Mombasa.
Egypt	Alexandria, Port Said, Port Sudan and Suez.
Eire	Arklow, Cork, Drogheda, Dublin, Dundalk, Galway, Limerick, Waterford, Wexford and Wicklow.
Finland	Abo, Hamina, Hango, Haukipudas, Helsingfors, Kotka, Lovisa, Raumo and Toppila.
France	Bayonne, Bordeaux, Dunkirk, La Pallice Le Havre, Lorient, Sete, Nantes, St. Nazaire, Paris, Rouen and Treport,
Germany	Bremen, Hamburg and Kiel.
Greece	Patras, Piraeus, Salonica and Volo.
Holland	Amsterdam, Terneuzen and Rotterdam.
Iceland	Reykjavik.
India	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	Balik Papan.
Israel	Haifa, Jaffa and Tel-Aviv.
Italy	Genoa, Palermo, Ponza, Messina, Savona and Trieste.
Lebanon	Beyrout, Sidon, Tripoli and Zaharani.
Malaya	Singapore.
Netherlands West Indies	Aruba and Curacao.

Principal Ports from which Ships Arrive—*Continued.*

North Africa	Algiers, Bona, Bougie, Oran, Ceuta, Casablanca, La Goulette, Melilla, Sfax and Tunis.
Norway	Arendal, Bergen, Christiansand, Drammen, Frederikstad, Halden, Kragero, Larvik, Narvik, Oslo, Porsgrunn, Risor, Sarpsborg, Skien, Stavanger, Tofte and Trondhjem.
Pakistan	Chittagong and Karachi.
Persian Gulf	Kuwait, Mena al Ahmadi and Umm Said.
Peru	Cabo Blanco, Callao and Lobitos.
Poland	Gdansk (Danzig) and Gdynia.
Portugal	Leixoes, Lisbon and Oporto.
Russia	Archangel and Leningrad.
South Africa	Capetown, Durban, East London, Port Elizabeth and Walvis Bay.
Spain	Almeria, Bilbao and Valencia.
Sweden	Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Holmsund, Kalmar, Karlsborg, Karlskrona, Lake Vener, Lulea, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	Banias and Lattakia.
Trinidad	Port of Spain.
Turkey	Iskenderun, Istanbul and Izmir.
United Kingdom	Avonmouth, Belfast, Caernarvon, Coleraine, Douglas, Falmouth, Fawley, Glasgow, Heysham, Kinlochleven, Larne, Liverpool, London, Londonderry, Newcastle-on-Tyne, Par, Penmaenmawr, Ramsey, and South Wales ports.
United States of America	Baltimore, Boston, Gulf and Pacific ports, New York, Newport News, Norfolk and Philadelphia.
Uruguay	Montevideo.
Venezuela	Amuay Bay, Las Piedras and Punta Cardon.
West Africa	Bathurst, Conakry, Dakar, Freetown, Lagos, Sapele, Matadi, Monrovia, Pepel and Takoradi.
Yugoslavia	Rijeka.

SECTION IV : Inland Barge Traffic.

Numbers and tonnage using the district and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn. Outside districts served include Liverpool, Birkenhead, Lancashire and Yorkshire towns on the Leeds & Liverpool Canal, towns in Cheshire, Shropshire, Staffordshire, Nottingham, Derby and Leicester on the Weaver Navigation, Trent & Mersey, Shropshire Union, Birmingham and associated canals.

The amount of traffic passing between the Bridgewater Canal and the Manchester Docks during 1954 totalled 134,213 tons. This traffic was carried in boats owned by the Bridgewater Department of the Manchester Ship Canal Company and in bye-traders' boats. Points of origin and destination included Preston Brook, Birmingham, Leigh, and towns in the Potteries, in addition to journeys to factories and works within and near Manchester.

Inspection of Canal Boats.

During the year there was a decrease of 104 inspections compared with those of the previous year. On the Manchester-Latchford section of the Canal 125 inspections were made and 12 inspections on the Latchford-Eastham section.

Owners were promptly informed of the boats found to contravene the provisions of the Public Health Act, 1936, and the Canal Boats Regulations.

Details of Inspections.

Number of Inspections	Average Number of Inspections per boat	Individual Number of Boats:			Number of Boats on which Contraventions were corrected
		Inspected	With Contraventions	Percentage with Contraventions	
137	1.63	84	30	35.7%	29

The following is a summary of the defective conditions and contraventions found during the year. No legal proceedings have been necessary to obtain the remedy of defects.

Certificates.

Registration certificate not produced	9
Registration certificate torn and dilapidated	3

Markings.

Marking indistinct	3

Cleanliness and Repairs.

Leaking deckheads and overhead decks	12
Stove, stove pipes, etc. defective	9
Cabins, etc. required painting	8
Portlights, skylights, broken and leaking	5
Scuttle and scuttle coaming defective	1
Offensive smell from bilges	1
Bunk defective	1
Washbasin broken	2
Deck defective	1
Slight bug infestation	1
Ventilation and Lighting.	
Ventilator defective	1
Provision of Water Vessel.	
Water vessel not accessible for cleaning	3
Water vessel not provided	1
	61

No cases of infectious sickness were reported and no boats have been detained for cleansing and disinfection.

The Authority is not a Registration Authority.

SECTION V : Water Supply.

(1) *Source of supply for (a) the district and (b) shipping.*

(*a*) Water is supplied by the respective water undertakings abutting the Ship Canal.

(*b*) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Reports of tests for contamination.*

On 13th January, 1954, samples were obtained from the quayside at 9 Shed, 8 Dock, for chemical analysis and bacteriological examination. They were found to be of satisfactory purity for drinking purposes.

(3) *Precautions taken against contamination of hydrants and hosepipes.*

Hydrants and hosepipes were found to be adequately protected against contamination.

(4) *Number and sanitary condition of water boats, and powers of control by the Authority.*

One water boat is owned by the Manchester Ship Canal Company. It is fitted with an afterpeak tank holding 11 tons maintained in a satisfactory condition.

The Authority has no special powers of control.

SECTION VI :

Public Health (Ships) Regulations, 1952 and 1954.

(1) *List of Infected Areas.*

> *Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.*

Lists of such areas are compiled by the Medical Officer of Health, Liverpool Port Health Authority. The ports of Konigsberg, Danzig and Gdynia were deleted on 23rd June, 1954. Copies of the amendments were promptly forwarded by post to H.M. Customs & Excise, Eastham, and also handed to the Waterguard Department and to the Inspectors of this Authority.

(2) *Radio Messages.* No Change.

(3) *Notifications otherwise than by Radio.* No Change.

(4) *Mooring Stations.* No Change.

(5) *Arrangements for :*

- (*a*) *Hospital accommodation for infectious diseases.*
- (*b*) *Surveillance and follow up of contacts.*
- (*c*) *Cleansing and disinfection of ships, persons, clothing and other articles.*

No Change.

SECTION VII : Smallpox.

(1) *Names of Isolation Hospitals to which cases are sent from the district.*

- (*a*) Ainsworth Smallpox Isolation Hospital, Bury.
- (*b*) Elswick Leys Smallpox Hospital, Elswick Leys, Blackpool.
- (*c*) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

(2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire County Council or the Cheshire County Council, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the Ambulance Authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

(3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.
Professor Andrew B. Semple, Belmont Grove, Liverpool 6.
Dr. E. R. Peirce, Port Health Authority, Liverpool 3.
Dr. D. C. Liddle, Monsall Hospital, Manchester 10.
Dr. J. Yule, Town Hall, Stockport.

(4) *Facilities for laboratory diagnosis of smallpox.*

Public Health Laboratory, University of Liverpool.

SECTION VIII : Venereal Disease.

Leaflets giving the undermentioned information as to the location, days and hours of available facilities are distributed by the Inspectors when vessels are visited :—

Town	*Institution*	*Times of Attendance (Males)*
MANCHESTER and SALFORD.	Manchester Royal Infirmary, Nelson Street, Manchester, 13.	Monday—5 p.m. to 7 p.m. Wednesday—5 p.m. to 7 p.m.
	St. Luke's Clinic, Duke Street, Liverpool Road, Manchester, 3.	Monday to Friday— 10 a.m. to 12-30 p.m. Saturday—10 a.m. to 12 noon. Monday and Wednesday— 2 p.m. to 4-30 p.m. Tuesday, Thursday and Friday— 5 p.m. to 7 p.m.
	Manchester & Salford Hospital for Skin Diseases, Quay St., Deansgate, Manchester, 3.	Monday to Saturday — 9 a.m. to 10 a.m.
	Ancoats Hospital, Mill Street, Ancoats, Manchester, 4.	Monday and Wednesday—5 p.m. to 7 p.m.
LIVERPOOL.	Liverpool Seamen's Dispensary, Paradise Street, Liverpool, 1.	Daily—9-30 a.m. to 1 p.m.; 3 p.m. to 6-30 p.m. Saturday—9-30 a.m. to 12 noon.
	Liverpool Royal Infirmary, Pembroke Place, Liverpool, 3.	Monday—10-30 a.m. to 1 p.m.; 5-30 p.m. to 6-30 p.m. Wednesday—10-30 a.m. to 1 p.m.; 5 p.m. to 6-30 p.m. Friday—10-30 a.m. to 1 p.m.; 5 p.m. to 8 p.m.
	Bootle General Hospial, Derby Road, Liverpool, 20.	Monday—12-30 p.m. to 2 p.m. Tuesday—6-30 p.m. to 8 p.m. Thursday—12-30 p.m. to 2 p.m. Friday—6-30 p.m. to 8 p.m.
WARRINGTON.	Warrington General Hospital, Lovely Lane, Warrington.	Monday—10-30 a.m. to 2 p.m. Thursday—5-30 p.m. to 7-30 p.m.
BIRKENHEAD.	St. James's Hospital, Birkenhead.	Monday—2 p.m. to 6-30 p.m. Wednesday—10 a.m. to 12 noon, 2 p.m. to 6-30 p.m. Friday—2 p.m. to 6-30 p.m.
CHESTER.	Chester Royal Infirmary, Chester.	Wednesday—5 p.m. to 7 p.m. Saturday—12 noon to 2 p.m.

It will be noted that details are given regarding centres and hospitals in Manchester, Salford, Warrington, Chester, Liverpool and Birkenhead, these being places riparian to or in close proximity to the Ship Canal.

The Special Clinic, Regent Road, Salford, closed down on 30th June, 1954, since when seamen have attended the St. Luke's Clinic, Manchester. I am indebted to the Directors of both clinics for submitting the necessary information for the following table:—

Patients suffering from :	British Seamen	Foreign Seamen
Syphilis	1	9
Gonorrhoea	28	21
Other Conditions	65	73
	94	103
Penicillin Injections	28	48
Streptomycin Injections	36	49
Attendances	354	227

A new clinic is shortly to be opened at 197 Trafford Road, Salford. This clinic is intended to serve the needs of seafarers in relation to diagnosis and treatment of venereal and allied conditions.

SECTION IX : Cases of Notifiable and other Infectious Diseases on Ships.

TABLE D.

Category	Disease	Number of Cases during the year :		Number of ships concerned
		Passengers	*Crew*	
Cases landed from ships from foreign ports	Tuberculosis	—	4	4
	Pneumonia	—	4	3
	Erysipelas	—	1	1
	Malaria	—	1	1
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival	Pneumonia	—	3	3
	Tuberculosis	—	2	2
	Malaria	—	2	2
	Chicken Pox	—	1	1
Cases remaining on board	Mumps	—	1	1

No cases or suspected cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

SECTION X : Observations on the occurrence of Malaria in Ships.

There was a further decline in the number of cases of malaria reported and once again it is apparent that prophylactic treatment is having the desired effect.

SECTION XI : Measures taken against Ships infected with or suspected for Plague.

No ships infected with or suspected for plague arrived during the year. In the event of such an occurrence, the measures outlined in Part I of the Fourth Schedule to the Public Health (Ships) Regulations, 1952, would be vigorously pursued.

SECTION XII : Measures against Rodents in Ships from Foreign Ports.

(1) *Procedure for inspection of ships for rats.*

Vessels from foreign ports are visited by the Inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are searched by the Rodent Operative for dead rats or evidence of rats dying on the voyage. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the Inspectors as to whether any dead bodies have been disposed of prior to arrival. Tankers arriving at Eastham, Stanlow and Ince from foreign ports are visited by the Inspector and, whenever possible, a detailed inspection for rats is made with the assistance of the motor launch engineer. The short stay in port of these tankers renders it difficult for any specialized treatment to be given. Details of action necessary to deal with any rodent infestation are given to the Master, and if the vessel should be proceeding coastwise for overhaul or to complete discharge of cargo, the Medical Officer of Health of the next port is notified of the evidence found.

(2) *Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.*

Specimens of rats caught are forwarded to the Public Health Laboratory, Monsall Hospital, Manchester, or the City Laboratories, Liverpool, for bacteriological examination. Following a request from the Director of the Manchester Laboratory, an increasing number of rodents were forwarded for salmonellae examination. During the year 186 rats and 32 mice were sent for examination, and a further three rats were sent to the Liverpool Laboratory. In addition, 59 of the rats caught on dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. In no instance was any evidence of plague or salmonellae found.

(3) *Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.*

Deratting of vessels prior to the issue of a Deratting Certificate is usually effected by fumigation with Hydrogen Cyanide carried out by contractors whose staff are qualified and trained as required by Section 5 of the Hydrogen Cyanide (Fumigation of Ships) Regulations, 1951. Ten such fumigations took place during the year and a further two vessels were fumigated with sulphur dioxide.

Deratting Certificates were also issued to five vessels following treatment with sodium fluoroacetate ('1080') and very satisfactory results were obtained. It is anticipated that this method of deratting will increase as shipowners are saved the expense of providing accommodation ashore for the crew.

In all instances deratting was carried out by one of the following contractors under the supervision of the Authority's Inspectors:—

Croftbank Chemical Co. Ltd., Oldham.
Deodor-X Hygiene Services Ltd., Birkenhead.
Hivey Fumigation Co. Ltd., Liverpool.

(4) *Progress in the rat-proofing of ships.*

Modern shipbuilding design tends to eliminate harbourage for rats by simplified methods of construction and the use of more steel and light metal alloys in place of wood. Improved proofing is evident in the cargo liner classes where owners have wisely insisted on this point and have therefore gained the benefit particularly in the case of food-carrying ships. It has been observed that proofing varies considerably from ship to ship, company to company, and nationality to nationality, but it is evident that in most cases attention is being given to this aspect. In the older ships of pre-war and earlier vintage, apart from perhaps minor attempts to proof storerooms, very little has been done to improve rat-proofing qualities.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	613*
Brown rats	—
Mice	381*
Species not known	—
Sent for examination	189 rats 32 mice
Infected with plague	—

* Includes 435 rats and 355 mice destroyed by fumigation and sodium fluoroacetate.

36 of the above rats were destroyed by the motor launch engineer on vessels at Acton Grange and Ellesmere Port.

12 fumigations and 5 treatments with '1080' carried out prior to the issue of a Deratting Certificate resulted in 435 rats and 355 mice being destroyed as compared with 138 rats destroyed as a result of 9 fumigations in 1953. 8 of these rats and 292 mice were recovered on 5 vessels from infected ports.

RODENT CONTROL.

	Foreign		Coastwise
Visits by Inspectors	1,635	...	329
Re-visits by Inspectors	499	...	29
Visits by Rodent Operative	653	...	56
Re-visits by Rodent Operative	515	...	3
Visits by Motor Launch Engineer	246	...	19
Re-visits by Motor Launch Engineer ...	33	...	—
Rats killed by trapping and poisoning...	178	...	1
Rats killed by fumigation	435	...	—
Mice killed by poisoning...	26	...	10
Mice killed by fumigation	355	...	—

1,168 visits and re-visits were made by the Rodent Operative to 653 vessels from foreign ports and 59 visits and re-visits to 56 vessels from coastwise ports. 172 traps were laid on 22 vessels trading with foreign ports and further traps and/or baits were laid by the engineer on 14 vessels.

Rodent control is also important in connection with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951 (see page 24).

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates issued :					Number of Deratting Exemption Certificates issued (6)	Total Certificates issued (7)
After fumigation with		After trapping (3)	After poisoning* '1080' (4)	Total (5)		
HCN (1)	Other fumigant SO_2 (2)					
10	2	—	5	17	236	253

* State poisons used and number of Certificates issued after each poison.

SECTION XIII : Inspection of Ships for Nuisances.

TABLE G.

Inspections and Notices.

Category of Nuisance and Number of Inspections:			Notices served:			Result of serving Notices
	British	Foreign	Statutory Notices	Other Notices		
				Written	*Verbal*	
Verminous conditions	266	150	—			
Accommodation and fittings in dirty and defective condition	125	41	—			
Storerooms and galleys in dirty and defective condition	23	5	—	British 87	281	63 Notices complied with and 43 partly complied with whilst vessels in port.
Heating, lighting and ventilation defective	143	26	—			
Sanitary accommodation dirty and defective	87	46	—	Foreign 30	166	16 Notices complied with and 17 partly complied with whilst vessels in port.
Washing facilities dirty and defective	62	9	—			
Water system defective	34	1	—			
Offensive refuse	13	3	—			
Improper food storage	2	—	—			
Excess emission of smoke	22	5	—			
Total	777	286	—	117	447	

VERMINOUS VESSELS.

It is pleasing to note a reduction in the number of vessels found to have evidence of vermin on board. During the year it was possible for the Inspectors to carry out tests with lacquer on board five vessels. In each instance the lacquer was applied by brush and the results were most effective. It is felt, however, that application by pressure spray will prove still more satisfactory.

VESSELS INSPECTED BY THE SANITARY INSPECTORS.

		1954	1953	1952
Vessels entering the Port	Foreign	2,056	1,764	1,520
	Coastwise	2,693	2,791	2,441
	Total	4,749	4,555	3,961
Number inspected	Foreign and Coastwise	2,051	2,046	1,682
Percentage inspected		43.18%	44.91%	42.46%
Number reported defective		642	793	594
Number on which defects remedied		432	457	264
Number of vessels on which were remedied defects reported prior to year of inspection	British	147	162	122
	Foreign	62	57	56

The work of the Sanitary Inspectors at different parts of the Port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal:—

Section A (Manchester—Latchford):	*Inspected*	*Defective*
Manchester, Salford and Stretford	1,196	339
Mode Wheel Oil Wharf	24	6
Weaste	34	14
Guinness' Wharf	1	—
Irwell Park Wharf and Eccles	66	32
Barton	43	14
Irlam	37	18
Partington	55	19
	1,456	442

Section B (Latchford—Eastham):	*Inspected*	*Defective*
Warrington	7	5
Acton Grange	4	2
Widnes	12	4
Runcorn	13	2
Weston Point	49	9
Ince	24	5
Stanlow Oil Dock and Lay-Bye	183	85
Ellesmere Port	82	27
Bowaters' Wharf (Ellesmere Port)	55	13
Eastham Locks and Lay-Bye	18	7
Queen Elizabeth II Dock, Eastham	145	41
Associated Ethyl Wharf	1	—
Wigg Works	2	—
	595	200
Gross Totals	2,051	642

Nationalities of the vessels inspected and the number found with defects :—

	Inspected	*Defective*
British	1,001	424
American	51	4
Brazilian	1	—
Belgian	8	4
Costa Rican	2	1
Danish	56	5
Dutch	301	29
Egyptian	5	2
Eireann	6	2
Finnish	33	8
French	14	3
German	81	15
Greek	9	4
Honduran	7	—
Japanese	1	1
Italian	26	15
Liberian	24	5
Norwegian	215	63
Panamanian	63	36
Russian	1	1
Turkish	1	—
Spanish	6	3
Swedish	136	15
Swiss	2	1
Yugo-Slavian	1	1
	2,051	642

The number of inspections made of British and Foreign vessels and the number found with defects were:—

	Inspected	*Defective*
British Steamships and Motor Vessels	999	424
British Flats and Barges	2	—
Foreign Steamships and Motor Vessels	1,050	218
Totals	2,051	642
Re-visits	609	
Gross Total—Visits and Re-visits	2,660	

In the Manchester—Latchford Section there was an increase of 86 inspections over the previous year, and in the Latchford—Eastham Section a decrease of 81 vessels was recorded.

Number of personnel carried on vessels inspected:—

British :	
European	27,903
Asiatic	5,080
	32,983
American	2,319
Belgian	269
Brazilian	48
Chinese	573
Costa Rican	60
Danish	1,435
Dutch	4,599
Egyptian	266
Eireann	86
Finnish	902
French	461
German	1,557
Greek	280
Honduran	298
Italian	885
Japanese	47
Liberian	948
Norwegian	7,022
Panamanian	2,151
Russian	35
Spanish	251
Swedish	3,673
Swiss	50
Turkish	50
Yugo-Slavian	39
	61,287

SECTION XIV : Public Health (Shell-fish) Regulations, 1934 and 1948.

NO CHANGE.

SECTION XV : Medical Inspection of Aliens

(applicable only to ports approved for the landing of aliens)

NO CHANGE

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases

NO CHANGE.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

27 Rodent Control Certificates were issued during the year. In two instances baits were laid following instructions from the Inspector prior to the issue of the Certificates.

Eight visits were made by the Inspectors and five visits by the Rodent Operative to three floating grain elevators. 44 visits by Inspectors to barges resulted in two rats being destroyed, whilst a further two visits were made to a floating crane.

Letters were sent to the Owners of three rat-infested barges and immediate fumigation in each instance proved completely satisfactory.

OTHER RODENT CONTROL MEASURES.

The number of rats caught or destroyed by the rodent operative employed by the Manchester Ship Canal Company showed a decrease compared with 1953 ; 1,820 as against 1,905 in the previous year. Any complaints received by the Authority regarding the presence of rats on the quays, wharves, sheds, etc. were promptly dealt with by the Company's rodent operative.

The Chief Sanitary Inspector of the Ellesmere Port U.D.C. reports that 112 campaigns using zinc phosphide, arsenic, red squill, mafantu and warfarin were carried out on the Company's property at Ellesmere Port. An estimated kill of 220 rats is recorded in respect of those campaigns carried out involving only the use of zinc phosphide and arsenic.

The Chief Sanitary Inspector of the Runcorn U.D.C. reports that a further 44 rats and 67 mice were destroyed on the Company's premises at Runcorn.

The co-operation and assistance of the Chief Sanitary Inspectors of Ellesmere Port and Runcorn in effectively reducing the rodent population on property abutting the Canal within their jurisdiction has again been most helpful.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under this Regulation during the year.

INSPECTION OF FOOD STORAGE WAREHOUSES.

Periodic visits continued to be made to warehouses owned by the Manchester Ship Canal Co. at Runcorn and Weston Point to inspect imported foodstuffs in storage. There was a decrease in the amount of foodstuffs in the warehouses and in all instances it was found to be satisfactorily stored and in good condition.

OBSERVATIONS OF THE SANITARY INSPECTORS.

It has been pleasing to note a considerable decrease in the number of vessels found defective in the Manchester-Latchford section of the Canal during the year.

New vessels constructed to comply with the standards required by the Merchant Shipping (Crew Accommodation) Regulations, 1953, were observed to have many improvements when compared with the older types of accommodation. It is hoped that crews will do their best to maintain the accommodation in a cleaner and tidier state than that normally found.

Several improvements and repairs to defects due to wear and tear were recommended to the owners of coasting craft and these were generally complied with at the first opportunity.

The use of urea formadehyde insecticidal lacquer on shipboard has continued on an increasing scale both at this and other ports. The longer period of observation has shown that the early confidence placed in the powers of the lacquer has been justified. Vessels which regularly trade to tropical ports and have required disinfestation after every voyage in the past have been cleared and have remained free from infestation after one application of lacquer. From inspections carried out during the year it would appear that the period of effectiveness is about eighteen months.

A low degree of rat infestation on ships and barges was again found throughout the year. Sodium fluoroacetate ('1080') was used for the disinfestation of vessels on five occassions with satisfactory results. Two treatments were worthy of note :—

(1) a foreign owned cargo vessel of nearly 5,000 tons gross had slight evidence of rats in all cargo spaces on inspection. 350 cups were laid for one night; the next day pieces of apple bait were laid in the same places and no evidence was found on inspection on the following three days.

(2) a British owned cargo vessel of nearly 7,000 tons gross was found to have a few live rats on board following recent sulphur fumigation by a competent fumigation company at another port. After loading at this port the vessel sailed for the Persian Gulf. Six months later the vessel returned to this port and reliable personnel on board estimated that 50 rats had been killed on the voyage. Trapping and poisoning were carried out in Manchester for eight days during discharge of cargo and repair resulting in 43 rats being killed ; 410 cups of '1080'' were then laid for one night and 48 bodies were afterwards recovered. No evidence of live rats was found on the following 24 days during which repeated inspections were made before the vessel sailed.

One sample of 8 ozs. sodium fluoroacetate in solution taken during the treatment of a vessel was submitted to the Public Analyst for determination of concentration. The sodium fluoroacetate had been used several times and water added to counteract the increased concentration due to evaporation. The Analyst reported that the sample compared reasonably well with the required concentration. This was a routine sample and no excessive adulteration had been suspected. The operating company willingly co-operated when the sample was obtained and a copy of the Analyst's report was forwarded to them.

It is hoped that '1080' will replace sulphur dioxide completely in the near future. With careful handling, competent operators and a dry ship, it has distinct advantages over other methods of disinfestation.

During the year complaints were received regarding the emission of black smoke from the smaller vessels plying along the Canal. Observations taken on vessels revealed that black smoke was frequently made for up to half an hour and periods of 10-15 minutes were common. On one occasion visibility at a lock was reduced to 10 yards by the pall of smoke from a vessel locking in. Trails of smoke extending for half a mile were seen.

From observations taken it was doubtful if the methods of stoking or the type of fuel in use were the most suitable. Two trips lasting about three hours each were made on similar coal burning cargo vessels of about 500 tons gross to inspect the boiler room practice. On one of these vessels pitching only took place every half hour and on one occasion an hour elapsed between firing. A deficiency of secondary air was noted and the fuel was not that usually burnt by shipping for steam raising purposes. Some black smoke was observed after pitching and the opening of the fire doors to admit secondary air was stated to cause cracking of tubes with the resultant danger. The crew of the other vessel seemed intent on preventing smoke and with more frequent smaller pitches this was effected despite the notorious name the vessel has with all local seafarers for being "a smoker". During the three hours that the observations were being made, the fireman had only one break of 25 minutes. Most of the time he was engaged in heavy manual labour in extreme heat and continuance for the 24 to 26 hours duration of the voyage would be impossible, coupled with the fact that he must spend time preparing and eating his meals.

Warning notices were placed aboard several craft. Occasional heavy smoke was seen from larger vessels but this was generally due to a temporary lapse in boiler room efficiency and was remedied when attention was drawn to the matter or when defective equipment was repaired.

There seemed to be some slight improvement in the position at the end of the year but it is regretted that the Manchester Ship Canal is far from being a "smokeless zone," as yet.

Occasion arose during the year to put into practice arrangements made in 1953 with the Manchester Regional Hospital Board for the examination of seamen by a Mass Radiography Unit. In May, an Indian seaman was isolated in a ship's hospital suffering from suspected tuberculosis ; this was later confirmed and the seaman removed to hospital. The remaining Indian members of the crew were examined by No. 2 Mass Radiography Unit shortly afterwards. Of the 48 Indian seamen examined it was found that five (approx. 10%) required further lung examination. No further action was possible before the vessel left Manchester for a foreign port. Although these figures cannot and should not be taken as an indication of the health of all ship's crews, the high percentage of these seamen requiring further lung examination emphasizes the need for periodic and regular mass radiographic examinations for all seamen. This would provide for early detection and facilitate easier treatment of any abnormal chest conditions that occur.

Canal Boats.

Canal boat traffic has dwindled considerably of late and the same boats are to be found using the Canal at all times. The general condition of these boats was reasonable and defects were usually of recent occurrence and were soon remedied.

N. M. SAMPSON

E. J. FRANKLIN

SMOKE ABATEMENT.

Special attention was given to this problem during the year and offending vessels were visited whenever possible. Vessels lying alongside were easily dealt with and in the majority of cases verbal notices and warning was sufficient to obtain abatement. Personnel of foreign-going ships were generally quick to appreciate the position and co-operated to the best of their resources.

The most difficult aspect to control concerned traffic under way along the Canal, the chief offenders being coasters, tugs, sand hoppers and canal boats of old construction and using coal for fuel. Reported offences in Canal sections bordered by residential districts were mainly due to this type of craft. Observation was maintained from the launch on possible offenders and appropriate action taken by visual or verbal warnings to the bridge and interviewing Masters when circumstances allowed. In serious cases Owners have been communicated with and their co-operation requested. To fully appreciate the difficulty in controlling this problem, one must bear in mind the length of the Canal together with the large amount of daily commerce. The immediate solution appears to be publicity and propaganda backed by the full and willing co-operation of Owners, Masters and crews.

Shortly after the opening of the new oil dock at Eastham it became evident owing to the close proximity of the adjacent village that careful watch would have to be kept on tankers berthed in the dock. In April the position was headlined by the press when three tankers simultaneously emitted excessive smoke which was blown by a fresh easterly wind towards and over the nearby residential district. Prompt action was taken but complaints were received from both official and private sources. Following this incident the following procedure has been adopted. All tankers arriving at the oil dock are boarded by a police officer of the Manchester Ship Canal Col. who hands the Master a printed "smoke" notice (supplied by this Authority) drawing attention to the necessity of keeping smoke emission down to a minimum as laid down under the Public Health Act, 1936. During their stay, tankers are kept under observation by the police in the course of their ordinary duties and further representation made if contravention occurs. This system has worked smoothly and since its advent the position has improved to an encouraging level. It is also invaluable because it ensures that observations are maintained over the considerable periods when the Inspector is not present to act. Another point is the influence of the police uniform in securing co-operation from ship personnel.

The Ellesmere Port and Stanlow areas were more frequently under my observation, but to cover off periods "smoke" notices have been made available to the police for use if thought necessary.

This opportunity is taken to thank the Manchester Ship Canal Company's officials and Police Department for their willing co-operation in this important sphere.

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

Nationality	*Type of Oil carried*	*Number of Vessels inspected*	*Number of Vessels found clear of infestation*	*Number of Vessels found infested*			*Percentage of Vessels found infested*	*Number of Vessels showing evidence of old infestation*
				Slight 1—5 Rats	*Moderate 6—10 Rats*	*Heavy 11 Rats or over*		
British	Spirit	25	24	1	—	—	4.0	1
	Kerosene ...	2	2	—	—	—	—	—
	Fuel	12	11	1	—	—	8.3	2
	Gas	2	2	—	—	—	—	1
	Lubricating...	4	4	—	—	—	—	—
	Crude	55	53	2	—	—	3.6	2
	Total	100	96	4	—	—	4.0	6
Foreign......	Spirit	23	23	—	—	—	—	3
	Kerosene ...	2	2	—	—	—	—	—
	Fuel	42	40	1	—	1	4.8	1
	Gas	1	1	—	—	—	—	—
	Lubricating...	2	2	—	—	—	—	—
	Crude	89	83	6	—	—	6.7	4
	Total	159	151	7	—	1	5.0	8
All Vessels ...	Total 1954 ...	259	247	11	—	1	4.6	14
All Vessels ...	Total 1948/53	1390	1214	159	12	5	12.7	111*
All Vessels ...	Total 7 years (1948/1954)	1649	1461	170	12	6	11.4	125*

* Figure for 1948 not known.

The above table gives the results of examination on 259 foreign-going tankers encountered in 1954 and overall totals since the survey commenced in 1948. In addition to the above, 10 tankers carring miscellaneous oils such as waxy distillate and tar were also inspected ; one showed evidence of slight infestation and one indicated an old infestation. The total of 269 tankers inspected compared with 281 in 1953, a decrease of 12.

Once again the overall percentage of rat infested tankers declined, the relative figures being 6.4% for 1953 and 4.6% in 1954, a drop of 1.8%. Tankers showing signs of old infestations showed a similar drop, decreasing from 7.8% to 5.4%.

From the table it will be seen that nearly all the infestations found in 1954 were slight ; in other words the odd one or two rats. The only heavily infested tanker was of foreign nationality, a war time built "Park" type vessel with engine amidships and a continuous shelter deck with large storerooms whose contents afforded excellent harbourage. The vessel was proceeding to a "home port" for overhaul, including deratting, the results of which is unknown. Incidentally, this is the first heavily infested tanker encountered since 1951.

The improved figures are very encouraging and are indicative of the general decline of rats in all classes of vessels. Whilst the present position is satisfactory it is hoped that the vigilance of all concerned will not relax but will be increased so that ship-borne rodents become a negligible quantity. This will call for the complete co-operation of authorities in all countries and ports.

Motor Launch "Hygeia" (based at Weston Point).

As a result of the opening of the Queen Elizabeth II Oil Dock at Eastham at the beginning of the year, distances of travel have increased and the "Hygeia" has been kept hard at work. During the year 3,926 miles were covered by the launch, an increase of 250 miles over 1953. This total would have easily exceeded 4,000 miles but staff sickness meant the launch being out of operation for a time.

During the annual overhaul in June, 1954, an inspection of the engine was carried out by a representative of the makers. It was recommended that the engine be dismantled in twelve months time and all worn parts replaced ; in effect, a major overhaul and conversion. Following this examination a maintenance overhaul was carried out by Mr. Ashton, motor launch engineer, to enable the launch to carry on. Since then the launch and engine have performed most creditably and carried out the assigned duties without any serious delay or failure. This satisfactory performance is entirely due to the care shown by Mr. Ashton in his handling and maintenance of the launch and I have pleasure in thanking him for his assistance and co-operation at all times.

Ship Inspection.

It will be noted that the number of inspections in the Latchford-Eastham section dropped from 676 in 1953 to 595. This decrease of 81 was mainly due to the increased travelling to Eastham to cover foreign going tankers in the new oil dock. This traffic previously docked at Stanlow or Bromborough Buoys in the River Mersey and the change is shown by the following comparative figures :—

	Number of Tankers inspected :	
	Stanlow	*Queen Elizabeth II Dock*
1953	325	5
1954	183	145
	—142	+140

Increased travelling time also accounted for the decrease in canal boat inspections from 62 in 1953 to 12 in 1954.

The inspection of accommodation and storerooms continued as in previous years and improvement has been noted regarding cleanliness and maintenance. Unfortunately there still remains a certain element of seamen, particularly amongst younger men, who are not pulling their weight in looking after their accommodation. These men do not seem to be able to appreciate the great improvements made and it is a pity a stronger line cannot be taken with them.

Old type coasters with their lack of amenities and out-dated quarters still continued to be a black spot and a large number of defects were found in this class of vessel. Such vessels are, however, declining in number and their places are being taken by up-to-date motor coasters in which it is mainly up to the men themselves to play their part.

The majority of defects encountered were vermin infestations and those due to wear and tear. With regard to the former, however, improvement has been noted through the advent of new insecticides and lacquers. Heavy infestations were rarely found during the year on British owned vessels.

G. E. STANLEY.

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.
Public Health (Preservatives, etc. in Food) Regulations, 1925-48.
Public Health (Imported Milk) Regulations, 1926.

LIST OF FOOD IMPORTS.

	From Foreign Ports.	From Coastwise Ports.
Grain, Cereals, &c.—		
All Bran	300 cartons	
Barley	1,680 tons	
	35 bags	
Cornflour	36,710 bags	
Flour	971,461 bags	
	20,400 tons	
Groats	184 bags	
Maize	86,949 tons	
	320 bags	800 bags
Maize Grit		185 bags
Potato Flour	160 bags	1,628 bags
Potato Powder	680 bags	
Rice	91,592 bags	13,117 bags
Soya Beans	1,250 tons	
Starch	653,800 bags	800 bags
Wheat	249,047 tons	5,190 tons
Wheat Germ	13,519 bags	229 bags
Fruit, &c.—		
Apples	5,020 packages	3,093 packages
Cherries	168 casks	

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Fruit, &c.—		
Dried Fruit	122,939 packages	
Fruit Pulp	2,516 casks	830 casks
Grapefruit	4,917 cases	
Lemons	226 cases	
Oranges	25,973 cases	
Pears	800 cases	
Fish, &c.—		
Herrings (salted)		130 barrels
Shrimps (salted)	14 casks	
Vegetables—		
Beans (dried)	1,511 bags	
Cabbage (fresh)	1,847 bags	
Dehydrated Vegetables	1,290 packages	
Lentils	40 bags	
Onions	12,094 bags	1,083 packages
Peas (dried)	35,210 bags	
Potatoes	5,940 packages	
Sauerkraut	680 barrels	
Vegetables in brine	2,197 casks	
Tomatoes	10,862 baskets	
Dairy Produce—		
Butter	8,128 packages	
Cheese	7,722 packages	
Cheeses	475 loose	
Eggs		1,211 cases
Margarine	53,638 cartons	
Meat—		
Bacon	20,855 bales	10,138 bales
Beef (frozen)	126 crops and hinds	
Boneless Beef (frozen)	277 crops and hinds	
Casings (salted)	32 casks	
Lamb (frozen)	2,420 carcases	
Sausages		273 packages
Edible Oils and Fats—		
Castor Oil	100 drums	
Beef Fat	111 drums	
Fat	2 packages	4,000 cartons
Groundnut Oil		400 drums
Lard	154,125 packages	1,480 packages
Neatsfoot Oil		12 drums
Premier Jus	177 casks	
Oleo	12,961 drums	94 drums
Olive Oil		209 drums
Sperm Oil	555 drums	
Tallow	382 drums	

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Canned Goods—		
Artificial Cream	1,848 cartons	800 cartons
Coffee Essence		5 cartons
Corn	700 cartons	
Crab Paste	325 cases	
Chutney	6 cases	
Cream	222 cartons	
Chicken	1,401 packages	
Fish	105,027 packages	292 cartons
Fruit	730,508 packages	88,063 cartons
Jam	1,122 packages	750 cartons
Meat	298,657 packages	29,567 packages
Milk	1,400 cartons	559 cartons
Marshmallow		598 cartons
Soup	20,732 cartons	37,858 cartons
Tomatoes	6,067 packages	5,100 cases
Tomato Juice		50 cases
Vegetables	26,552 packages	3,321 cartons
Bottled Goods—		
Fish	1,150 cartons	
Jam	560 cartons	
Lemon Cheese		8 cartons
Liver Paste	45 cartons	
Mustard	10 jars	
Olives	36 jars	
Pickles	50 jars	
Sauce	163 cases	
Sweets, Confectionery, &c.—		
Almonds		2,147 packages
Biscuits	184 cartons	
Cake	60 cartons	100 cartons
Carraway Seed	51 bags	
Chocolate	243 packages	2,915 packages
Chocolate Couverture	293 packages	7,067 packages
Cocoa Butter	108 packages	
Coconuts	50 bags	
Confectionery Mix	790 packages	37 packages
Desiccated Coconut	1,614 packages	207 cases
Essences	1 chest	
Gelatine	676 packages	40 bags
Honey	883 drums	
Jelly Crystals		297 packages
Marzipan		3,440 cartons
Mincemeat		56 barrels
Mixed Dried Peel	400 cases	2 cases
Peanuts	160 cases	
Sweets	1,247 packages	248 packages

List of Food Imports (*continued*)

	From Foreign Ports.	From Coastwise Ports.
Sweets. Confectionery, &c—		
Sweet Fat	40 cases	
Wafer Paper	355 packages	
Miscellaneous—		
Acetic Acid	112 drums	
Beer, Stout, &c.	5,500 packages	75,422 tons 432 packages
Chewing Gum	200 cartons	
Chutney	20 casks	20 casks
Citric Acid	4 casks	10 packages
Cinnamon	314 bags	
Cocoa Beans	172,824 bags	
Dextrose	400 bags	
Glucose (liquid)	307 drums	
Glucose (powdered)	3,688 bags	
Herbs	37 packages	
Horseradish Root	10 bags	
Nut Kernels		61 bags
Pan Grease	655 packages	
Poppy Seed	33 bags	
Rapeseed	50 bags	
Salad Cream		4 casks
Tartaric Acid	170 drums	
Tea	224,538 packages	95,714 packages
Wines, Spirits, &c.	1,463 packages	2 cases
Yeast	170 drums	59 drums

The above-mentioned foodstuffs were subjected to a percentage examination.

RESULTS OF INSPECTION.

Details of food imports which have been condemned during the year :—

	Weight			
Articles.	Tons	cwts.	qrs.	lbs.
Grain, Cereals, &c.—				
Flour	28	16	1	0
Maize	220	4	3	10
Rice	5	18	1	25
Wheat	754	14	3	21
Fruit, Nuts, &c.—				
Dried Fruit		1	1	25
Fruit Pulp		3	0	5
Coconuts		1	0	0
Dairy Produce—				
Cheese				1$\frac{5}{16}$
Margarine	2	5	3	21$\frac{1}{2}$
Meat—				
Bacon				21$\frac{1}{2}$
Beef (frozen)		11	0	11
Mutton (frozen)			3	18
Edible Oils and Fats—				
Lard		7	0	7
Oleo	1	7	0	7
Vegetables—				
Onions			2	19
Canned Goods—				
Artificial Cream				1$\frac{3}{8}$
Chicken				3$\frac{3}{8}$
Fish			1	19$\frac{1}{4}$
Fruit	5	9	0	20$\frac{13}{16}$
Meat	2	10	0	25$\frac{1}{8}$
Soup		19	3	22
Tomatoes			1	6$\frac{1}{2}$
Vegetables			1	15$\frac{7}{8}$
Bottled Goods—				
Fish				18$\frac{1}{2}$
Fruit			1	26$\frac{7}{16}$
Lemon Cheese			3	18
Liver Paste				2$\frac{13}{16}$
Mincemeat			1	4$\frac{11}{16}$
Sweets, Confectionery, &c.—				
Biscuits				4
Candied Peel				7$\frac{1}{8}$
Jellies				6$\frac{3}{4}$
Miscellaneous—				
Tea		1	0	24
	1023	16	2	26$\frac{15}{16}$

FOOD VOLUNTARILY SURRENDERED.

	Weight			
Articles.	Tons	cwts.	qrs.	lbs.
Apples		1	1	18
Barley			1	2
Canned Fish				2
Canned Fruit				$1\frac{13}{16}$
Canned Meat				12
Canned Soup				2
Canned Tomatoes				6
Dried Fruit			2	12
Dried Peas				10
Flour		8	2	14
Frozen Chicken			1	22
Frozen Meat	1	7	2	20
Lime Juice				$\frac{1}{2}$
Oats				21
Oatmeal			2	4
Pickles		1	3	26
Rice		1	0	20
Semolina				10
Shredded Wheat				24
	2	3	2	$3\frac{5}{16}$

Approximately 99 per cent. (1,014 tons) of the food condemned or surrendered was utilised for animal food or commercial purposes.

LABORATORY EXAMINATIONS.

Number of samples of food examined by:—

(*a*) Analyst 15
(*b*) Bacteriologist 46

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis:—

Nature of Sample	Object of Examination	Result
Italian Fresh Apples	Arsenical Spray and Surface Metallic Contamination.	Lead—1.8 parts per million; Arsenic—0.3 parts per million; Copper—0.5 parts per million.
do.	Lead and Arsenic Content.	Lead—0.8 parts per million; Arsenic—1.1 parts per million.
Italian Dried Fruit	Metallic Content.	Copper—2.5 parts per million; Zinc—6 parts per million; Arsenic—less than 0.5 parts per million; Lead—less than 0.5 parts per million; Tin—less than 40 parts per million.
Australian Honey	Zinc and Lead Content.	Zinc—less than 10 parts per million; Lead—less than 1 part per million.
Dutch Confectionery—"Candy Propellers" (three samples)	Prohibited Colouring Matter.	None found.
Canadian Bottled Olives	Preservative and Alum Content.	None found.
Canadian Bottled Sweet Mixed Pickles.	Alum Content.	Alum—0.1 per cent.
Dutch Canned Gherkins	Preservatives.	Parts benzoic acid per million: fluid 410, solid 490.
do.	do.	Benzoic acid—170 parts per million.
Irish Salad Cream	Preservatives.	None found.
Egyptian Dehydrated Onion Powder.	Lead Content.	Lead—12 parts per million.
Egyptian Kibbled Onions	Lead Content.	Lead—2 parts per million.
do.	Metallic Content.	Copper—less than 10 parts per million; Lead—less than 1 part per million; Zinc—less than 1 part per million; Arsenic—less than 1 part per million.

The under-mentioned samples were submitted to the Public Health Laboratory, Monsall Hospital, Manchester, for bacteriological examination:—

Nature of Sample	Result
Portuguese Canned Oysters	Both aerobic and anaerobic cultures remained sterile.
Irish Canned Lobster Tails	ditto
Russian Canned Crabmeat	ditto
German Canned Frankfurter Sausages	ditto
Dutch Canned Cocktail Sausages	ditto
Dutch Canned Pork Luncheon Meat (two samples)	ditto
Dutch Canned Luncheon Meat	ditto
Dutch Canned Mixed Luncheon Meat	ditto
Irish Canned Luncheon Meat	ditto
Dutch Canned Chopped Braised Pork Kidneys	ditto
Australian Canned Corned Beef with Cereals	ditto
Irish Canned Cream (two samples)	ditto
Danish Canned Cream (four samples)	ditto
Belgian Bottled Liver Paste	ditto
German Premier Jus	ditto
Dutch Pure Lard	ditto
American Oleo Stock	No organisms associated with food poisoning isolated.
Dutch Margarine	No pathogenic organisms isolated.
Irish "Polish" Rings	No organisms associated with food poisoning isolated.
Tea (22 samples—21 jars submitted on behalf of H.M. Customs & Excise on the advice of the Authority).	Coliform organisms not isolated from any of the samples ; non-faecal coliform organisms were isolated in six samples.

OBSERVATIONS OF THE FOOD INSPECTORS.

During 1954 your Food Inspectors have carried on with what appears to be an unending war for the protection of foodstuffs within the port area. The very nature of conditions at the docks, with the continual discharge of chemicals, wool, hides and heterogeneous cargoes, and the possibility of contamination by dust, dirt and rodents, makes it imperative that unprotected foodstuffs should be handled with care and despatch, otherwise there is an inevitable loss of foodstuffs.

The condition of a number of consignments of canned meat and canned fruit were such that 100 per cent. examination was necessary.

A consignment of canned chicken and ham loaf without any official certificate was returned to the country of origin, but consignments of German premier jus and canned hams without official certificates were eventually allowed to enter on the production of the official certificates and a signed declaration from the Government Veterinary Officer.

On 27th April an official certificate issued by the Government of Spain in respect of canned meat products and other cooked meat products was recognised and superseded by another official certificate on 18th June. An official certificate in respect of meat products issued by the Government of Hong Kong was recognised on 23rd November and revoked the official certificate recognised on 6th May, 1937.

On 26th January, Circular MF 2/54 was received from the Ministry of Food. This referred to the possible use of thiourea and fungicides containing thiourea as a rot and mould suppressant on citrus fruits.

A quantity of water-damaged cocoa beans was re-exported to Holland for manufacture of cocoa butter.

1,205 cartons of margarine each containing 48 x ½ lb. packets were subjected to 100 per cent. examination, resulting in 10,291 packets, wet stained and tainted, being seized as unfit for human consumption and ultimately disposed of for industrial purposes.

Samples of a varied nature have been submitted for analytical and bacteriological examination. The examination of fresh dessert apples for metallic contamination has again shown the desirability of washing or peeling such fruit before eating. Results are shown on pages 36 and 37.

The year under review saw the withdrawal of the Ministry of Food dock staff, with whom your Food Inspectors always had cordial relations and full co-operation.

As usual, the examination of and dealing with ship's stores has been carried out on occasions at the request of the Ministry of Transport and shipowners or agents.

W. H. JENNINGS,

T. BORROWS,

Food Inspectors.